

## **REMARKS**

In the April 7, 2004 Office Action (Paper No. 8), the Examiner objected to the abstract. The Examiner rejected claims 1, 3-4, 8-9, 11, 12 and 16 as anticipated by Golding (U.S. Patent No. 5,933,100). The Examiner also rejected claims 2, 5-7, 10 and 13-15 as obvious over Golding in view of Roeseler (U.S. Patent No. 6,317,684).

The present invention is directed toward a navigation planning system which incorporates a user's requested destination arrival times with received travel information. The system allows a user to enter different travel destinations and the times at which the user desires to reach those destinations. Based on this information and information received from a broadcast source regarding traffic conditions such as a radio data transmitter, a navigational computer subsystem and a travel planning subsystem plans a route in order to reach the destinations at the requested times. Different routes are suggested if the traffic information received will result in the destinations not being able to be reached by the requested times. Further, if no route may be found which will result in reaching the destination at the requested time, the system will suggest a different destination which meets the same criteria. For example, if a user requests a destination of a restaurant, a different restaurant will be provided by the system if traffic conditions do not permit reaching the first restaurant by the requested time.

In contrast, Golding discloses a navigation system which merely directs a user along a route taken from points selected from a central database. Golding discloses an on board navigation system 10 which has a map database with travel time information pre-determined from points in the map database. Thus, a route is determined using optimal times. Traffic information may be incorporated by using a wireless communication device such as a cell phone

which periodically calls a central database for travel updates. (Col. 5, lns. 7-22). The updates are used to inform the driver of the actual time to the destination. Unlike the present invention, Golding does not disclose allowing a user to input desired times to reach destinations.

In order to further distinguish the present invention, Applicant has amended claims 1 and 9 to require that the timing information to be considered by the route planner include the desired times to arrive at a destination. Further, the amended claims now require that the timing information be obtained from the user. Golding neither teaches nor suggests these limitations. The timing information which is used by the Golding system is taken from a database of travel times. (Col. 4, lns. 50-53). Golding thus relies on prestored destination time information and does not accept a user's requested time to arrive at a destination. Applicant respectfully submits that claims 1 and 9 are allowable over Golding. Claims 2-8 are depend from claim 1 and claims 10-16 depend from claim 9 and are similarly allowable.

For the foregoing reasons, Applicant respectfully submits that the pending claims (1-16) are in condition for allowance and that the Examiner issue a notice of allowance in the above-identified application. The Office is authorized to charge all fees, if any, associated with this Amendment to Deposit Account No. 13-0019.

Respectfully submitted,

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